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Every Comfort.  
Ladies' Afternoon Tea Rooms.  
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Matrons in attendance.  
CHAMBERS MODERATE, AND NO EXTRAS.  
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a39

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Well Furnished Bedrooms, every home comfort.  
Fine View of the Harbour, Reduced Terms  
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Hongkong, 4th December, 1907. a140

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All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
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Macao is 40 miles south-west of Hongkong.  
Two steamers (ss. *Sui An* and *Sui Tai*) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with both  
these centres.  
Cable Address—"BOAVISTA"  
For Terms, apply to  
THE MANAGER.  
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PER DAY \$4 to \$7 according to Room selected  
WEEK-ENDS—Saturday afternoon to Monday  
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Two persons occupying one room, will be  
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Children under 12—half rates.

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Excellent Cooking by AN CHONG, for over  
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Hongkong, 24th July, 1908.

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Only communications relating to the news column should be addressed to the Editor.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
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**BIRTH.**  
On July 18th, at Shanghai, to Mr. and Mrs. P. R. BOKKOWSKY, a son.  
**DEATH.**  
R. Morais, late of Messrs. Holiday, Wise & Co. Shanghai. (By telegram.)

HONGKONG OFFICE: 10A, DES VUEX ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**  
HONGKONG, JULY 25TH, 1908.

It does not appear from the discussion which took place at Thursday's meeting of the Legislative Council that the Civil Servants of the Colony ever had any very solid grounds for objecting to the transfer to the Government of the Widows and Orphans' Fund and of the management and control of the pensions of widows and orphans. The fact that twelve months ago "the great majority of the contributors and all the directors, except the Chairman, were opposed to the transfer of the Fund," whereas now the objectors do not number more than 6 per cent. of the 610 subscribers clearly shows that the discussion of the scheme which has taken place among the contributors during the past twelve months has resulted in a better comprehension and appreciation of the advantages which the new scheme possesses over the present arrangements. The intense explosion given by the Colonial Secretary in the course of the discussion at the Council meeting on Thursday should go far towards converting the small minority who still object. From one point of view the general public are not greatly concerned in the question; it is *prima facie* a question between the Civil Servants and their employer, the Imperial Government. We gather that it is the desire of the Imperial Government

to secure uniformity in the matter of these Pensions in the various Crown Colonies, since Civil Servants may be transferred from one Colony to another. This appears to be a very sound reason for the change. The advantage of having a uniform scale of contributions as well as a uniform scale of pensions in the various colonies to which members of the Service may possibly be transferred is obvious. Unless there is this uniformity it is conceivable that transfer to another Colony may in this connexion give cause for dissatisfaction and entail hardship on the contributor's family in the event of his death. As the Imperial Government makes it a condition precedent to joining the service that the officer shall contribute a fixed percentage of his salary to the fund, it should be incumbent on the Government to assure the solvency of the Fund as well as the permanency of the rate of contribution. Both these things are done under the new scheme, and furthermore the Colonial Secretary states that it assures the payment of pensions under more favourable tables. What more can the contributors in reason desire? Their attitude seems to be one of suspicion; their standpoint, as stated by the Hon. Mr. MURRAY STEWART, is that "until a new valuation is made it is unfair to ask them to relinquish their rights?" On the other hand we have the Colonial Secretary saying "it is provided that officers already in the service shall not get less" under the new arrangement than under the old. Surely the Government guarantees in that respect should be good enough? If there is any complaint to be made in the matter at all, the privilege of complaining belongs to that long-suffering personage, the taxpayer—and he usually takes full advantage of his opportunities in that respect. As the responsibility is cast upon the taxpayer of assuring the solvency of the fund, it is the taxpayer who seems to be most concerned in the results of the up-to-date valuation for which the Hon. Mr. MURRAY STEWART pleaded on behalf of the protesting minority of Civil Servants. Mr. STEWART was on good ground when he said the Hongkong Public might be pardoned for desiring to know a little more definitely than they do at present the nature of the liability to which this Ordinance commits them. Happily, there is no question as to the present solvency of the Fund and the community has the word of the Colonial Secretary for it that there is no prospect of insolvency. However, it cannot be ignored that a Fund on such a comparatively narrow basis as this might not always be able to maintain the equilibrium between assets and liabilities, and some risk to the taxpayer is therefore involved. But the Civil Servant under the new arrangement is relieved of any uneasiness on that score. The risk is transferred to the broad shoulders of the taxpayer, and we think we may safely say that the community are much more prepared to accept whatever risk there may be in this respect than to countenance any act of injustice on the part of the Government towards the contributors or beneficiaries of the Pension Fund.

Captain A. J. Thompson, staff officer, is according to the latest Volunteer Orders, granted leave of absence out of the Colony for 12 weeks.

The shoot for the R.F.C. Club, postponed from Saturday last, will take place at King's Park Range on Saturday, 1st August, weather permitting.

Is he your uncle or your father's friend? was a question addressed to a witness at the Supreme Court yesterday. "Well," said the witness, "he was the sworn brother of my father, and so I called him uncle."

A Tokyo telegram to the N.C. Daily News states that the Korean editor of the "Korean Daily News" has been apprehended on suspicion of having misappropriated funds raised for the redemption of Korea's indebtedness to Japan.

Another wreck is reported to have occurred off Capesman on Thursday, when a large junk struck the rock which was responsible for the foundering of the s.s. "Powan." The damage done is estimated, at \$4,000, but no lives were lost.

The Flood Relief Fund committee beg to acknowledge, with thanks, the following donations:

St. Peter's Seamen's Church per Mr. H. Sykes \$50  
D. W. M. Haydon 5

Before Mr. J. R. Wood at the Magistrate's yesterday Mr. W. E. Van Eps was summoned by Lok Man Pin for using abusive and insulting language towards him whereby a breach of the peace might have been caused. A cross-summons of the same nature was taken out by defendant. Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) appeared for Lok Man Pin, and Mr. Van Eps was represented by Mr. D. V. Stevenson (of Messrs. Deacon, Looker and Deacon). The case was adjourned until Monday.

A number of friends assembled at Mr. and Mrs. Lethbridge's residence on Thursday night to bid farewell to Mr. James Collins, foreman stater at the Naval Yard Extension, who leaves for home to-day. An excellent musical programme was provided by Messrs. Leckie, J. J. Williams, Rayband, McHardy and Mrs. Egan, who presided at the piano. Mr. J. J. in an appropriate speech, dwelt on the many good qualities of the guest of the evening, and on behalf of the company wished him health and prosperity in the homeland. Mr. Collins returned thanks, and the singing of "Auld Lang Syne" ended the proceedings.

A man named Sui San was arraigned at the Magistrate's yesterday on the charge of bringing two men into the Colony by fraud or intimidation for the purpose of emigration. The evidence showed that defendant promised the complainants work on the Kowloon-Canton Railway. He told them he was a foreman on these works, and that he would pay them forty cents a day. On the strength of this offer the complainants came with defendant from Canton to Hongkong, and paid his passage down. On arrival here they found that he was unable to fulfil his promises, and he recommended them to go abroad. They gave him in charge, and the hearing of the case was adjourned.

By kind permission of Lt. Col. R. F. B. Glover, D.S.O., and Officers Commanding, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening, 25th July 1908:

March "Sons of the Brave," Bidgood  
Valse "Luna," Lincke  
Selection "A Country Girl," Monckton  
Song "I'll sing the Songs of Araby," Clay  
Overture "Le Caid," Thomas  
Dream Picture "A Phantom Brigade," Myddleton  
Selection "An Artist's Model," Jones  
Bara Dance "Jola," Royle

Regimental Marches.  
God bless the Prince of Wales.  
God save the King.  
DINNER MENU.—Hors d'œuvre—Cold Roast on Toast. Soup—Julienne. Fish—Fried Fish and Tattler Sauce. Entree—Grilled Pigeon on Toast. West Coast and Tomato Sauce. Shrimp Patties. Curry—Calcutta. Joint, &c.—Roast Leg of Mutton and Mint Sauce, Roast Capon and Celery Sauce, Boiled Ox Tongue and Carrots, Cold Hare and Cucumber and Onion Salad. Sweet—Rice Pudding, Strawberry Ice Cream and Finger Cakes, Topsy Cake, Cheese Biscuits, Dessert—Coffee, Fruit.

## DAMAGE BY RAIN.

The continuance of heavy rain experienced locally during the last few days has wrought considerable damage in the Colony. There have been numerous landslides and a number of roads have been badly cut up. In addition to the damage reported yesterday, we learn that a bridge between Yuenai and Kowloon City has been washed away, while at Wanchoi a small house in Nallah Lane, used as a soap boiling factory, collapsed, but fortunately it was empty at the time. A large stone on the hillside at the rear of the Sikh Temple in the same district became dislodged, and rolling down the hill struck the temple, carrying away the wall on one side.

## MYSTERIOUS AFFAIR ON THE S.S. "LINTIAN"

When the river steamer "Lintian" arrived in port on Thursday night, on information received, the police boarded her and arrested the Indian watchman. They also removed to hospital the Chinese ticket collector who had a bullet wound on the side of the mouth. The collector alleges that this wound was inflicted by the watchman during an altercation which occurred while the vessel was off Samshai. The strange feature of the affair is that no one on board appears to have seen the quarrel, or to have heard the revolver shot. The police are investigating.

## AN INSULTING RICHSHA COOLIE.

Of late the insulting behaviour of richsha coolies has been brought prominently before the public by numerous prosecutions at the Police Court. Another case was heard yesterday before Mr. J. R. Wood, and another conviction was recorded. Mrs. Pines of Teimolest summoned a private richsha puller for behaving in a disorderly manner while she was engaging a street richsha. The evidence showed that on the 18th instant complainant hailed a public richsha, the puller of which was in conversation with the defendant. The street coolie said something in Chinese which she understood to be that he was engaged by the defendant to carry his (the defendant's) master. Thereupon defendant shook his fist in an insulting manner, and said "I won't let you have it." She then walked along near the Convent, and the defendant and the public coolie proceeded in the same way. When they got a little ahead of her the defendant looked round and again shook his fist, saying as he did so, "No can take you. No can take you." His Worship imposed a fine of \$5, the alternative being seven days' imprisonment.

## THE AMERICAN ELECTION.

To-morrow at Cincinnati Mr. W. H. Taft will be formally notified of his nomination as Republican candidate for the presidency. The nomination of Mr. Taft, says the "Cincinnati American," will be made the occasion for the formal opening of the campaign. The candidate will state just what he proposes to do and his supporters will tell how they will help him to do it. Senator William Warren of Missouri is to head the notification committee, it is reported. Senator Warren is a former commander-in-chief of the Grand Army of the Republic and is one of the orators of the middle-west. The committee that notifies Mr. Taft will be made up from representatives of all the state delegations and will be headed by Senator Warren. The notification will take place in one of the large halls in Cincinnati, of which there are many, and there will be addressing introducing Senator Warren and Mr. Taft.

## TELEGRAMS.

[REUTERS'S SERVICE.]

## THE BALKANS.

Salonica reports that six batteries of Anatolian Redifis have proceeded to Monastir, the "Young Turkey" party having formed a regular government at Ochrida.

News from Resnia states that a Greek band has killed thirty Bulgarians and burned twenty houses at Belpitola near Monastir.

## ADMIRAL RODJESTVENSKY.

London, July 22nd.  
The announcement of the death of Admiral Rodjestvensky is now contradicted. The mistake seems to have arisen through a confusion of persons of the same name undergoing treatment at Naumheim.

## BARON KOMURA.

London, July 22nd.  
Baron Komura has had an audience of His Majesty King Edward to whom he presented his letters of recall, Sir Edward Grey being present. The Baron afterwards had a farewell audience of Her Majesty Queen Alexandra.

## DE BEEER'S MINES.

London, July 22nd.  
The Directors of the De Beer's Diamond mines have decided to close down the De Beer's mine, necessitating the discharge of two hundred whites, and twelve hundred natives.

## THE STANDARD OIL COMPANY.

London, July 22nd.  
The Chicago Circuit Court of Appeal has quashed the fine of twenty-nine million dollars imposed on the Standard Oil Company of New York, and ordered a new trial.

## EUROPEAN COMMITS SUICIDE.

Mr. Charles Collett, manager of the Hongkong branch of the firm of Messrs. Wallom and Company, steamship agents, &c., committed suicide sometime on Thursday night in the office of the firm by shooting himself through the heart with a revolver. He was a native of Norway and only 29 years of age. The reasons for this rash act are at present unknown, but it is believed that deceased had financial troubles. His body was removed to the Mortuary yesterday.

## THE ARMY AND NAVY STORES.

The first of the annual criticism of the affairs of the English middle class co-operative societies. The sales of the Army and Navy in 1907 were £2,144,000, but that figure is almost stationary. In 1904 the Army and Navy sold £2,287,721, and this year's figure is slightly less than 1905 and 1906. All the same the Stores pay 283 per cent. on their ordinary shares. The selling share is quoted at £21 and yields 85-80 per cent. The profit earned comes to 35 per cent. on the total capital which is £260,000. The deposit and capital which is £260,000. The deposit and reserves to £250,900. The expenses come to 87.8 per cent. on the sales and the gross profit on trading account to 14.81 per cent.; the net revenue was 6.42 per cent. on the sales. The other concerns are not so flourishing. The Junior Army and Navy shows a decline, and its 21 shares are at 10s. 7d. Sir John French presided at the last meeting of shareholders, and it is said in encouraging to put its affairs straight at their request. The net profit on a capital of £235,000 was only £5,000.

## GREAT PRO-CONSULS.

"THE TEMPS" ON SIR ROBERT HART.

Why is it that Englishmen make better colonialists or pro-consuls than Frenchmen? One of the reasons is indicated in a thoughtful article in the "Temps," by M. René Pons, dealing with the career of Sir Robert Hart, who has just returned to England after more than 50 years spent in the service of the Chinese Government. It has been often asked, says the writer, by what sorcery Englishmen have succeeded in establishing their domination over the world, and by what charm they have been able to retain their influence in the countries of which they were the first conquerors. The example of Sir Robert Hart is there to demonstrate that they owe these splendid results especially to the men who were the artisans of this work of expansion. If one thinks that the young interpreter who landed at Hongkong in 1854 only returned to England twice in the course of the years 1865 and 1875, and that he has remained 50 whole years in China, the answer is to what? Sir Robert Hart is not a legend; they are, however, numerous. At his side one sees Mr. Macartney remain 40 years alone in China, and who does not know the work accomplished in Egypt by Lord Cromer during a sojourn of 25 years? If we in France have certain functionaries like M. Roy, who in Tunis conserved an entire existence to a specific task, we must deplore the continual changing of the administrators of our far-off possessions, the disproportion between the "conges" on account of health passed in France and the actual time consecrated to the colony.

## SUPREME COURT.

Friday, 24th July.

## IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (Sir F. Piggott).

## THE BANK NOTE CASE.

The trial of the two men for uttering a forged bank note was concluded yesterday.

The second defendant said under cross-examination that he would not have passed the note in question, and if any one attempted to pass a forged note to him he would detect it at once.

There was a difference in colour between the note produced and a genuine \$100 bill. Assuming that note passed into your hands you would have been bound to have discovered the forgery?—Yes.

The manager of the shop in which defendants were employed declared they were honest, reliable men.

His Lordship is summing up said that he very rarely criticized the police but it was his duty to point out to the jury that the police had made a mistake in that case. Inspector Ritchie had to do his duty, as all the inspectors had to do, and he thought that the inspector had made a mistake. In such a case where there was undoubtedly suspicion and a cross-charge Inspector Ritchie ought not to have acted by himself, but ought to have sent down to the Crown Solicitor for advice. The jury must not weigh in their minds whether Inspector Ritchie was right. That was not the question which was before them, but they had to decide whether the prisoners were guilty or not. He had had very grave doubts as to whether there was any evidence to go before the jury but he had yielded to the persuasive eloquence of the learned Attorney-General that the case had better go before a jury which would be more satisfactory to all parties concerned. The case which had been submitted to them was one of assumption only and they were asked to assume the prisoners guilty.

The jury without retiring returned a verdict of not guilty, and His Lordship discharged the prisoners.

## IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

RUSO-CHINESE BANK v. LI YAU SAM.  
Judgment was delivered by the Chief Justice (Sir F. Piggott) and his Honour the Acting Puisne Judge (Mr. H. H. J. Gompertz) in the appeal by the Russo-Chinese Bank against the decision in the action Li Yau Sam v. Russo-Chinese Bank on the ground that his Lordship the Chief Justice had misdirected the jury. It will be remembered that the plaintiff gave a large sum of money to the compradors of the defendant bank for telegraphic transfer to Shanghai, and the compradors, instead of handing the money to the bank converted it to their own use. Plaintiff sought to recover from the bank but the latter denied that it had any knowledge of the claim and contended that the transaction was between the plaintiff and the compradors.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Gedge of Messrs. Johnson, Stokes, and Master, appeared for the appellants, and Mr. M. Slade, instructed by Mr. Baris, appeared for the respondents.

The Chief Justice set out the details with great particularity, and, in his examination of the relation between the bank and the compradors, he pointed out the fact that Ng San Fook acted throughout as the bank's comprador. Usually the compradors only saw the Chinese customer. There were elaborate precautions to safeguard the bank, but he might remark in passing that there seemed an extraordinary hiatus which left an opening for fraud between the notification of the European staff by the compradors and the receipt of the money. Having dealt with the facts at length, his Lordship said that it seemed impossible to contend that the bank was not liable. The bank put the man there to safeguard it, put him in a position to carry out such transactions. Money was handed to him to receive on behalf of the bank but instead of handing it over to the bank he retained it for his own use. Why this should be called fraud on the customer his Lordship could not understand; it was much more rightly fraud on the bank.

His Lordship said there was no case of fraud reported on all fours with this for simplicity, and after a consideration of the law applicable to fraud, he had to decide against the appellants. In conclusion he referred to the practice which was becoming a custom of counsel submitting a series of questions to be put to the jury. He believed this to be wrong, and where questions were put by the judge suggestions might be made to include in these some points omitted. The questions must be framed on the scheme of law on which the summing up was based.

The Puisne Judge delivered judgment at length. In his opinion the judgment should stand with costs.

Mr. Pollock applied for a stay of execution pending an appeal to the Privy Council and suggesting that a sum of money should be deposited as security in some local bank.

Mr. Slade opposed, contending there was no ground for keeping the plaintiff out of his money for the time being. His Lordship refused the application.

After discussion it was decided to leave the subject until the motion for leave to appeal came before the Court.

## IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (Sir F. Piggott).

## A QUESTION OF COSTS.

In the jury action Leung Lai Wan and others v. Rentor, Brookmann and Co., counsel were

invited to attend to briefly discuss the question of costs. Mr. M. W. Slade, instructed by Mr. F. Dixon of Messrs. Hastings and Hastings, appeared for the plaintiffs, defendants being represented by the Hon. Mr. H. E. Pollock, K.C., and Sir Henry Berkeley, K.C., instructed by Mr. E. P. Laug of Messrs. Deacon, Looker and Deacon.

When the case was called, an interval elapsed without any attempt on the part of counsel to address the court.

His Lordship—Well, is anybody going to move?

Mr. Slade—It is for them.

Sir Henry Berkeley—No, it is for them.

Mr. Slade—I have moved for judgment.

Sir Henry—I am going to move that costs be given to us on those issues on which we have been successful.

His Lordship—That motion was made, I reserved it for consideration.

Sir Henry—You will hear me now, my Lord. His Lordship thought the judgment for trespass carried with it costs, and he did not think any subdivision was necessary.

Sir Henry said there was good cause for denying the plaintiffs of their costs even on the issue of trespass.

His Lordship disagreed.

Sir Henry Berkeley—Here every single cause of action left to the jury has been found in favour of the defendants.

His Lordship—The view which I take of the attitude of both parties—

Sir Henry Berkeley—For your Lordship's own protection I put it to you that you are not entitled in this case to take any adverse view of defendants' case.

His Lordship—That is on the finding. I have thought it over for three or four days, and I consider on the whole facts that it is not a case in which I should deprive the plaintiffs of costs.

Sir Henry Berkeley—It is impossible we should be satisfied, having won all along the line, to be called upon to pay costs to the men who failed all along the line.

His Lordship—That is a question of tactics, and tactics sometimes lose a general his whole army.

Sir Henry Berkeley—There is a game called German tactics, I believe, but this is by no means that game. My Lord, I will disabuse your mind in one word. It is not necessary for a party to prove in evidence that which the other party admits, and the fact of the existence of a warrant was admitted by the plaintiffs in their own pleadings.

His Lordship—I won't say you could argue till midnight.

Sir Henry Berkeley—I don't mean to do that. Will you make it short by taking down the three points I submit?

His Lordship—I know them well.

Sir Henry Berkeley—The first point is this: The defendants in this action cannot be made to pay any costs on issues on which they have succeeded. Secondly: The defendants cannot be deprived of receiving those costs, and that such should be paid by plaintiff. Thirdly: That the plaintiffs, though successful on the claim of trespass must in the circumstances pay the costs of the whole action as such was vexatious, and unsupported by evidence according to the finding of the jury. Sir Henry then referred to the typewritten copy of his Lordship's summing up, and remarked that the slip of paper handed in by him regarding "long" names was a rider.

His Lordship—I think there is some misconception with regard to the judgment I gave on the question of trespass. I do not look on it as technical at all, but as an important question of law, and as carrying the costs of the whole action. There cannot be any doubt as to the course subsequently pursued. The defendants cannot quite realise it at present, but I think if the case should ever go to the Privy Council the course pursued will be found most convenient. With regard to the question of good cause for depriving the plaintiffs of costs, I consider I am bound to look at the whole proceedings, not merely at the plaintiffs' action. And for the present, I may be wrong, but for the present I cannot shut my eyes to the fact of what the jury said. I won't call it a rider, but there may be some question of law turning on that. I give judgment for the plaintiffs in the action. I don't regard the various issues.

Mr. Pollock—We only want to get quite clear what your Lordship means. Assuming your Lordship to have taken an erroneous view with regard to the issues, your Lordship does not propose to deprive the defendants of the costs of the issues?

His Lordship—My first view is this: Supposing I was upset on the question of trespass, then it is merely a question of giving you judgment on the whole action. That is clear. I am not quite sure whether any other question arises. I don't see how any other question could arise. Either I am right on the trespass, or I am wrong, in which case you are entitled to judgment.

Mr. Pollock—I want to know clearly whether your Lordship deprives us of costs on the issues?

His Lordship—I don't deprive you because the question does not arise. There will be judgment for plaintiffs with costs, and the application of defendants for costs on the issues is refused.

## ACCIDENT TO THE PORT MARIA.

A Tokyo telegram to the N.C. Daily News reports that the str. Port Maria, chartered by the Russian Volunteer Fleet, ran on a rock in a dense fog on her way from Vladivostok. She reached Tsushima in a sinking condition yesterday. Passengers and cargo are safe.

The Port Maria is a steel screw steamer, built at Louth in 1901 by Ramage and Ferguson, Ltd., and is owned by the Imperial Direct West India Mail Service, of which Messrs. Elder, Dempster & Co. are the managers. She is of 2,910 tons gross and 1,449 tons net register and her dimensions are length, 334.7 feet; breadth, 40.2 feet; and depth 17.6 feet. During the past twelve months she has been chartered by the Russian Volunteer Fleet Mail Service to carry the Siberian mail between Vladivostok, Nagasaki and Shanghai.—Ed.







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be sent to the office of the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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## NEW ADVERTISEMENTS

## NOTICE.

WE HAVE for more than 20 Years Manufactured FIRE CRACKERS for export and have gained a very good reputation for the superior quality and moderate price of our Crackers. The HUNG HING SHIP, 17th Hin Tze Lane West Canton, at our Sole AGENTS. Beware of imitations.

SUN LEE,  
Fire-Cracker Makers,  
Man Kong Chow,  
Tung Koon District,  
Hongkong, 25th July, 1908. 1120

"SHIRE" LINE OF STEAMERS, LTD.  
NOTICE TO CONSIGNEES.

FROM HAMBURG, LONDON AND STRAITS.

THE Steamship  
"FLINTSHIRE."

Captain Condy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 30th July, at 3 p.m.

All claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th July, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 24th July, 1908. 1121

NIPPON YUSEN KAISHA.  
NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANT. BRP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship  
"AWA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 30th July, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

Hongkong, 23rd July, 1908. 1117

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship  
"NIPPON."

having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underigned before Noon on the 31st inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 24th July, 1908. 3

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitome of the Week's News.

Leading Articles:

Warfare Against the Mosquito.

The Government of China.

Opium—Precept and Practice.

The Cabinet Crisis in Japan.

Hongkong Legislative Council.

Canton.

Correspondence:

Hongkong and Opium.

## NEW ADVERTISEMENT

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LIGHTERS, TOWAGE, STEVEDORING, ETC.

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DOCK AND ENGINEERING YARD

Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels given on application to

BUTTERFIELD & SWIRE, Managers, Tientsin. 1122

## PUBLIC COMPANIES

HONGKONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING of Shareholders in the Co. will be held at the Office of the Company, Hotel Manxton, on TUESDAY, the 11th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to 11th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong 20th July, 1908. 1090

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1908, will be payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 22nd inst., to WEDNESDAY the 29th inst. (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong 15th July, 1908. 1074

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND of Dollars Two per Share for the Six Months ending 30th June, 1908, will be Payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 22nd instant to WEDNESDAY the 29th instant (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

General Agents for the WEST POINT BUILDING CO., LTD.

Hongkong, 15th July, 1908. 1076

INTIMATIONS

TRANSLATED NOVELS (some illustrated, some with photos; catalogue free, or with sample 2d. (letter postage).—A. DE SAULLE, 20, Rue de la Michodière, Paris.

12

NOTICE.

DRAPERY GOODS CHEAP SALE

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Hongkong, 7th July, 1908. 1044

COLONIAL SECRETARY'S DEPT.

WITH reference to Government Notification No. 851 of 9th December, 1904, which is hereby cancelled, it is notified that on and after the 1st January, 1909, the Fees (payable monthly) at QUEEN'S COLLEGE, will be as under:

Classes I, II and III, ... \$48 per annum.

Classes IV, V and VI, ... \$24 per annum.

F. H. MAY, Colonial Secretary.

Hongkong, 13th July, 1908. 1089

JUST ARRIVED LATEST STYLE

WHITE INDIAN GAUZE STRIPED AND CHECK.

At 25, 30 and 35 Cents per Yard.

INDIAN MUSLIN, WHITE, BLUE, PINK & GREEN.

At 35 Cents per Yard.

WHITE DOTTED MUSLINS, At 35, 55 and 60 Cents per Yard.

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Second " " " 9.15 " "

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Splendid Programmes. Several Talented Artists.

Admission ... \$1

GRAND ILLUMINATION.

A number of Electric Fans are fitted in the Theatre.

Hongkong, 17th July, 1908. 1086

## AUCTION.

## PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction, For Account of the Estate of the late Colonel MARTIN,

On WEDNESDAY, the 29th July, 1908, at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Central (Corner of Lee Hom Street),

SUNDRY GOODS AND EFFECTS, belonging to the above Estate.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 21st July, 1908. 1091

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Hongkong, 16th May, 1908. 853

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GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1908. 184

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3,000 all different for ... \$35

2,000 do. ... \$35

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GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 1021

## THE DIRECTORY AND CHRONICLE

## FOR 1908

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Hongkong, 15th February, 1908. 338

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A HOUSE in Wang Wei Cheung Road.

A HOUSE in RYAN TERRACE.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

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2 DOWN in PEAYA EAST, BLUM BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

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Hongkong, 1st July, 1908. 86

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Hongkong, 23rd July, 1908. 1104

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## TO LET.

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COMPTON & DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 3rd June, 1908. 108

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ARRATON V. APCAR & Co., 45, Wyndham Street.

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FROM 1st MAY

KOWLOON MARINE LOT 43, Yanchai, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

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## TO LET.

NOS. 37 and 39, SEYMOUR ROAD, New 52, 57 and 61, CAINE ROAD.

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Hongkong, 14th July, 1908. 190

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THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

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FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by FRID. BORNHANN.

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OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. SHEWAN TOMES & CO.)

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THE COMPTON DEPARTMENT, E. D. SASSOON & CO., Queen's Road Central.

Hongkong, 10th June, 1908. 947

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OFFICE ROOM on the First Floor of No. 54-56, Queen's Road Central. Rent moderate.

Apply to—

N. MODY & CO., Hongkong, 29th June 1908. 1005

## TO LET.

## TO LET.

GODOWN, No. 5A, DUDELL STREET.

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THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st July, 1908. 823

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One great reason why LEMCO is so valued by the medical profession in every part of the world is that it can always be relied on. It is essentially a standardised article, and not only does not vary in quality, but will keep absolutely in any climate. It is invaluable as a sustenance and restorative.

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A French Remedy for all irregularities. The only cure for all irregularities of the system. A French Remedy for all irregularities. The only cure for all irregularities of the system.

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A warranted cure for all irregularities of the system. A French Remedy for all irregularities. The only cure for all irregularities of the system.

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A purely vegetable remedy, containing a most agreeable method of administering the only certain remedy for intestinal or Throat Worms. Its perfectly safe and mild action is specially adapted for Children. Sold in Bottles by all Druggists.

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These tiny Capsules—superior to Capsules, Cubes, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

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Prescribed in France for the last 30 years. It retains its reputation for Consumption, Obstructive Coughs, Colds, Debility, and Rheumatism, Lungs, and BRONCHIAL TUBES.

## "MY WIFE'S WONDERFUL CURE."

THE RESTORATION OF MRS. SILVA OF BANGKOK, SIAM, THROUGH THE DR. WILLIAMS' PINK PILLS.

DR. WILLIAMS' PINK PILLS. ENTIRELY RESTORED BY HER GRATEFUL HUSBAND.

"Decline," or incipient Consumption, frequently arises from neglected Anemia, especially in a hot climate. It is due to deficiency of blood; its symptoms are, a gradual decay of strength; loss of appetite; inability to derive benefit from food eaten; muscular weakness; a condition of not being well, without any specific pain; gradual fading away, until death overtakes the patient. Dr. Williams' Pink Pills have frequently restored sufferers from "Decline" to health, as in the case of Mrs. Silva described below, because they give new, rich, revitalising blood to the veins with every dose.

Mrs. S. D. Austin Silva lives at Windmill Road, Bangkok, Siam, and is engaged in the profession of mining. "Some two years ago my wife fell into a 'decline,' said Mr. Silva. 'She became exceedingly thin and pale; her eyes were sunken and had a yellowish hue, she could sleep but little either night or day. Her sad condition was a source of constant anxiety to me, for I feared she would never get well again. We tried all sorts of medicines, but none of them did my wife any good, in fact the more medicine she took the worse she seemed to get. 'One day just over a year ago a small pamphlet came into my hands telling of some noteworthy cures by Dr. Williams' Pink Pills, and this led me to buy some of those Pills, in the hope that they would benefit my poor wife. Before she had finished the contents of one bottle there was a decided change for the better in her condition. Eight bottles of the Pills completely cured her. They restored her appetite, gave her back her strength, enabled her to eat well, made her eyes bright and clear, and brought the glow and fullness of health back to her pallid sunken cheeks. It is now a year since my wife's wonderful cure by Dr. Williams' Pink Pills for Pale People, and since then she has had no return of sickness. You may make whatever use you think best of my testimony.'"

By their unique purifying, and at the same time, tonic or strengthening action on the blood, end, through the blood, the whole system. Dr. Williams' Pink Pills for Pale People have cured thousands of cases, the World over, of Anemia, Decline, Indigestion, Liver Complaint, Palpitations, Malaria, Early Decay, Nervous Debility, Paralysis, Eczema, Rheumatism, Scalds, Boils, Eczema and Skin eruptions generally, as well as the after-effects of Fever, Dysentery, and Cholera. They are the renowned remedy for those ailments which afflict so many women at frequent intervals between youth and middle-age. Dr. Williams' Pink Pills are obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore, who send six bottles for \$3 or one bottle for \$1.50, post-free to any address.

PARIS LETTER.  
[FROM OUR CORRESPONDENT.]  
Paris, June 19th, 1905.  
EXCOMMUNICATED.

Quite a sensation has been produced by Abbé Loisy, the most celebrated of the French modernists, who was recently excommunicated by the Pope, who has just published an interesting volume of letters exchanged with members of the clergy between 1903 and 1908. In a letter to Abbé Brémond, the Editor of the "Review of the French-Clergy," Abbé Loisy says:—"I defy you to prove the historical authenticity of the Scriptures, on which are founded the apologetics of Catholicism as officially exposed by the Council of the Vatican. The Council speaks of miracles and predictions which Moses, the prophets, and especially Christ, made in abundance and which constitute the surest and clearest proofs of Divine revelation. I defy you to show me a single passage of either Testament which contains a definite prediction incontestably realised. I defy you to show me an indubitable miracle sufficiently authenticated to be cited as irrefragable proof of the Jewish or Christian religion. I defy you to prove the formal institution of the Church of Christ. I defy you to prove by Christ's authentic teachings the revelation of the fundamental dogmas of traditional Christianity. I defy you to prove the divine institutions of the sacraments." In another letter to M. Henri Dubout, laureate of the French Academy and "curé" of the Church of the Sacred Heart, Abbé Loisy says:—"The ecclesiastical decrees which have from time to time, sometimes brutally, been heaped up on me, and which have given us a sad reputation in very Catholic circles, causes me no irritation. I am tranquilly pursuing the road which leads to the common end of all mortals and I console myself for the apparent insignificance of my life with the thought that nothing is entirely lost in this world. If I have not served the Roman Catholic establishment as much as I expected to in the beginning I have served the pure and immortal Church which is constantly being created as the ideal of truth, justice and fraternity."

AN INVENTION.

A Frenchman has invented a little machine whereby when the heat of a candle is applied to it for the fraction of a minute, a mass weighing 150 pounds can be raised several inches. This mechanism is known as the regitherm, and its purpose is to control the temperature in houses by closing and opening the drafts in stoves and furnaces. Hermetically sealed within the regitherm is an amount of volatile liquid, the vapour of which changes its pressure at the rate of one half pound a square inch for each degree of change in temperature. A change of a single degree in temperature develops a force of fifteen pounds within the motor. This force sets to expand the vessel through a distance of

half an inch, and this movement is magnified eightfold in being transmitted to the dampers, thus imparting to the latter a movement of four inches.

DOG-BREEDING.

The Police Dogs, Gamkeepers, and Constables' club is the latest canine organisation formed in Paris under the patronage of the Premier, M. Clemenceau; the Minister of War, General Pléhar; the Prefect of Police, M. Lépine and the Duchesse d'Uzes. Its object is to found model kennels, breed and train police dogs, and then supply them to the authorities of cities or to private individuals who may demand them. It is asserted that dogs properly trained are a great aid to the police, and that they act as deterrents of crime.

THE CARNOT ASSASSINATION.

When President Carnot was assassinated in Lyons in 1894, his escort was supplied from the eight regiment of "chasseurs à cheval." For allowing the assassin to get through their ranks the regiment was sent in disgrace to an out-of-the-way garrison at Annonay and deprived of the right to wear the cockade of cock's feathers in their helmets. A number of captured gendarmes have just been sent to Annonay, and on the occasion of this festival the Minister of War has issued an order restoring the long lost feathers to the chasseurs. Thus the disgraced ends after fourteen years, and they hope to be transferred to more lively quarters.

LITERARY COPYRIGHT.

Parisian literary men at present are agitating for the more adequate protection of literary property. One idea which is being much discussed is the creation of a sort of patent office for literary works, where the latter can be registered and will thenceforth be duly protected by law, just as are the products of an inventor's brain. Plagiarism would thus be punishable as a breach of a patent. The idea is that an author should deposit his manuscript at an institute or bureau where the title and a summary of it would be registered, with possibly even a duplicate copy of the entire work. The difficulties connected with the realisation of such a scheme are causing much discussion in Paris literary circles.

MAPS OF THE AIR.

The Aero Club of France is about to draft a series of maps of the air. The president will superintend the work, and a vast number of documents have been collected in order to have all the information necessary. The first few maps are to show the position of telegraph wires, overhead cables, and all dangerous obstacles which might be struck by a balloon's guide rope at night. Overhead cables have been found conveying a potential current of 20,000 volts or more, and these might easily cause disaster to a balloon, whose occupants are not aware of its position. It is to help aeronauts to avoid such obstacles that useful maps are being prepared.

CHARACTER BRADING.

Girls with flat noses will make excellent housewives, remarks a French character reader, for they are practical, economical, and hard-working. They are always faithful, but they are liable to be a little jealous. On the other hand, those with sharp, pointed noses are gay, light-hearted, and of a changing humour. They are fond of movement, and readily take to sport, but let their suitors beware—they are vindictive and egoistic. An aquiline nose is a sign of vice, a nose which indicates good blood. It is the nose of an elegant woman of fashion, haughty and frank, quick to take offense, but at the same time straight forward and constant. If a young man is in search of a wife who will give him a good time, he should look out for a girl whose nose, to quote the eminent specialist, "terminates in a ball." She is gay and very amiable, but her husband must keep an eye on her, for she is apt to indulge in excessive flirtation. She likes society, is fond of dancing, theatres, music, and anything noisy. She is often an artist, but is not always a model housewife.

THE BOGUS DIAMOND MAKER.

The running away of the bogus diamond maker, Lemoine, has caused a small sensation, though such an ignoble end was to be expected. Up to the last many firmly believed in Lemoine's assurance of being able to astonish the world by making sparkling diamonds to order. Only those who expressed surprise, at the way the great diamond-making drama ended. Sir Julius Wernher all along discredited Lemoine's magic powers; as for the famous envelope which was supposed to contain the secret of diamond-making, that too turned out a blank, and only revealed a worthless formula, as predicted by Sir Julius and others. Lemoine for whom a warrant of arrest has been issued—has proved himself a more polished swindler than even "La Grande Thérèse," Madame Humbert. Sir Julius Wernher—though a millionaire—is to be pitted for having paid £60,000 for nothing. The formula was merely one which any schoolboy could have compiled. "Take carbon, crystallise it, and submit it to sufficient pressure, and you have diamonds." One cannot help smiling when one thinks how France was proud of Lemoine at one time. There is no doubt that he was treated with absurd delusion and quixotic respect by the Paris Magistrate, M. le Poitevin. Lemoine played with the court to the very end. He also played with the French public. Not so long ago, one newspaper hailed the clever swindler as "our national chemist." The arrest of Lemoine who has crossed the frontier in a motor-car together with his brother-in-law, Count Duboué, is only a question of time, as the detectives are reported to be close upon his heels. As for his wife and daughter who are still in Paris, they are to be pitted, and are so. Many Lemoines have done the best thing she could do, and her husband for divorce on the grounds of cruelty and insults. Lemoine, it appears, before his hasty departure extorted a considerable sum of money from his unfortunate wife by means of threats. The result of Lemoine's flight will be a conviction by default, and he will not be able to appear in France for the next five years.

THE FRENCH TURF.

Poor sportsmen have worked harder to carry off the Blue Riband of the French Turf than Mr. William K. Vanderbilt, the American millionaire, and winner of the Grand-Prix last Sunday. The stakes were worth more than £14,000. As soon as Mr. Vanderbilt had led his victorious horse, "Northeast," a French bred and French trained horse, he was taken to the Tribune d'Honneur, and there warmly congratulated by President Fallières. The news of the victory was the signal for general and hearty cheering. "As all those connected with the racing world are aware the lucky winner has spent enormous sums on bloodstock, and has been reaping the reward of his enterprise during the past three years. Seven years since the American millionaire could scarcely win a race, and yet undeterred he kept on. Changes of trainers and jockeys were made more than once, until his remarkable successes put him at the top of winning owners in France two seasons ago. This year, as already remarked, Mr. Vanderbilt, secured an easy first. Though three horses had been brought over to take part in the great classic race, they made a very poor show, and never as much as secured a place. One out of the three—"Mount'n Apple," which ran at Epsom, did not take part in the contest owing to sudden indisposition. A veterinary surgeon, on the morning of the Grand Prix pronounced him to be suffering from bronchial trouble. It was not generally known that he was scratched until just before the first race, and a lot of money which had been invested on him in the "mutuels" had to be returned accordingly. The other two English horses "Magan" and "Sir Arabid" were hopelessly outclassed. The field of eighteen was a record for the race. The Grand Prix de Paris provided a grand race and an exciting finish, and the victory, all things considered, was a satisfactory one. One, however, cannot describe it as being altogether popular, for the crowd had put its money on the French favourites, and until the triumph of "Northeast," few people had ever heard of the horse. Nevertheless Frenchmen felt gratified that Mr. W. K. Vanderbilt should have achieved success; if last Sunday he won something like £14,000, they admit that it is nothing more than a just recognition of the thousands he has spent on his racing establishment in France. The scenes by road and river clearly indicated that there was no diminution in popular enthusiasm for racing, while the Bois de Boulogne as usual was full of picnic parties. The weather being bright, this year's gathering at Longchamp was exceedingly brilliant. The good humoured crowd was a record one, while as much English as French could be heard. After the day's sport was over, thousands of sightseers invaded the restaurants both in the charming suburbs and in the town.

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As your teeth are wanted to last—for years to come—begin now to use

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However perfect your teeth may naturally be, they still require, and will well repay, the slight trouble and the short time you should daily give to their care.

The regular use of Calvert's Carbolic Tooth Powder ensures a complete antiseptic cleansing, helps the toothbrush to do its work easily, pleasantly, and thoroughly, and thus assists your own efforts towards keeping the teeth in the best possible condition.

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KEEPS THE SKIN SOFT, SMOOTH, and WHITE ALL THE YEAR ROUND

Delightfully COOLING & REFRESHING during the summer

Bottles 1/6, 1/3, and 2/6 each  
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When buying Lime Juice Buy the Best.

The Best is

**"Montserrat"**  
Lime Juice.

"MONTERRAT" is prepared from cultivated limes, and is always fresh and pleasant to the taste. Mixed with plain or aerated water, it makes a cooling, refreshing, healthful drink.

Try a dash of "Montserrat" in your whisky and soda.

There are two kinds—  
Unsweetened, i.e., Plain Lime Juice, Sweetened, i.e., Lime Juice Cordial.

Agents—A. S. WATSON & Co., Ltd., Hong-Kong.

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CONDENSED MILK

**NOTICE.**

PUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the purchasers of the real article.

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Owing to BORDEN'S special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical climates, they being guaranteed to keep better than any other Condensed Milk offered to the public.

For BORDEN'S CONDENSED MILK CO.,  
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However perfect your teeth may naturally be, they still require, and will well repay, the slight trouble and the short time you should daily give to their care.

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## SHIPPING.

## ARRIVALS.

BARRA, British str., 2,404, Whyte, 24th July—New York 7th May, and Durban 28th June, Call—Standard Oil Co.  
 DAKOTA, British str., 3,383, Ross, 24th July—From San Francisco, Bulk Oil—Standard Oil Co.  
 DEVAHA, British str., T. H. Hilde, R.M.S., 24th July—Yokohama and Shanghai 21st July, Miscellaneous—P. & O. S. N. Co.  
 EMPRESS OF CHINA, British str., 3,096, R. Archibald, R.M.S., 24th July—Vancouver, B.C. July 4th, and Shanghai 22nd, Main and General—C. P. R. Co.  
 FAUSANG, British str., 1,410, M. Malkins, 24th July—Shimonoseki 18th Jul., Rice—Jardine, Matheson & Co.  
 FLINTSHIRE, British str., 2,476, C. Cunby, 24th July—London 4th June, and Singapore 18th July, General—Shewan, Tomes & Co.  
 EUPHRA, British str., 1,205, G. J. Spink, 24th July—Haiphong July 19th, and Hoihow 23rd, Rice & General—Butterfield & Swire.  
 ITRIA, German str., 2,888, Leuning, 24th July—Yokohama July 11th and Fookow 22nd, General—Hamburg-America Linie.  
 KATFONG, British str., 1,357, Mathias, 24th July—Cebu and Hoihow 20th July, General—Butterfield & Swire.  
 KNIVBERG, German str., 646, Fraussen, 24th July—K. C. Wan July 21st, and Misco 23rd, General—Jensen & Co.  
 KWANGTAN, Chinese str., 1,836, Wm. H. Lunt, 24th July—Amoy 22nd July, General—Chinese.  
 KWONGSANG, British str., 1,428, W. Palmer, Baker, 24th July—Shanghai July 20th, and Swatow 23rd, General—Jardine, Matheson & Co.  
 MAHER, French str., Bati, 24th July—Saigon 20th July, Rice—Messageries Maritimes.  
 MANDARIN MARU, Japanese str., 3,204, Hallstrom, 23rd July—Kuchino 13th July, Coal—Mitsui Bussan Kaisha.  
 NANCHANG, British str., 1,044, W. J. Miller, 24th July—Newchwang July 16th, and Chefoo 17th, General—Butterfield & Swire.  
 NIPPON, Austrian str., 4,017, E. Tarabochia, 23rd July—Shanghai 19th July, General—Sander, Wiele & Co.  
 TEAN, British str., 1,946, A. W. Osterbridge, 24th July—Manila 21st July, General—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 24th July.  
 Carl Dielerichsen, German str., for Hoihow.  
 Devaha, British str., for Europe, &c.  
 Helena, German str., for Hoihow.  
 Itria, German str., for Singapore.  
 Kwangt, Chinese str., for Amoy.  
 Knivberg, German str., for Canton.  
 Nanchang, British str., for Canton.  
 Zafiro, British str., for Manila.

## DEPARTURES.

24th July.  
 AWA MARU, Japanese str., for Kobe.  
 BEBBIN DOLLAR, British str., for Moji.  
 BOUSBON, French str., for Saigon.  
 HATSUMI, British str., for Coast Ports.  
 HONGKONG MARU, Jap. str., for San Francisco.  
 LOCKSUN, German str., for Swatow.  
 WOSANG, British str., for Swatow.  
 YUENSANG, British str., for Manila.

## SHIPPING REPORTS.

The Chinese str. Kwangt reports: Moderate to fresh monsoon and dull cloudy weather.

## VESSELS IN DOCK.

July 24th.  
 ANCHORED DOCKS.—  
 Kowloon DOCKS—Borogon, Courtfield, Cranley, Katharine Park, Lockum, Holstein, Paklai, Acolus, Stenlad, Manche.  
 COSMOPOLITAN DOCKS.—

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DEVANHA,"  
 Captain T. H. Hilde, R.M.S., carrying E. Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 25th July, at Noon, taking passengers and cargo for the above port in connection with the Company's "MOLDAVIA," 10,000 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France in Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on the 6th September, 1908. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to J. ABHOTT, Acting Superintendent, Hongkong, 13th July, 1908.

## "GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL.  
 THE Steamship  
 "GLENSTRAE"  
 Captain J. Macgregor, will be despatched as above on 1st August, 1908.  
 For Freight apply to  
 MURDOCH BROS. & CO.,  
 Hongkong, 13th July, 1908. 1062  
 "SHIRE" LINE OF STEAMERS  
 LIMITED.  
 FOR LONDON, HAMBURG AND ANTWERP.  
 THE Steamship  
 "FLINTSHIRE,"  
 will be despatched for the above Ports on or about the 25th August, 1908.  
 For Freight and Passage, apply to—  
 SHEWAN, TOMES & Co.,  
 Agents,  
 Hongkong, 20th July, 1908. 1093

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	T. H. Hilde, R.M.S.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.M.S.	P. & O. S. N. Co.	About 29th inst.
LONDON & ANTWERP VIA SUEZ CANAL	GLENSTRAE	Brit. str.	—	J. Macgregor	MURDOCH BROS. & CO.	On 1st August.
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 25th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SAONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 9th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 23rd August.
HAVRE & HAMBURG VIA STRAITS, &c.	SAONIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERICA LINE	On 26th September.
MARSEILLES, ANTWERP & HAMBURG &c.	AMBRIA	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	About 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	TOURANE	Fr. str.	—	Lauchlin	MESSAGERIES MARITIMES	On 4th Aug., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	TONGARE	Fr. str.	—	Lauchlin	MESSAGERIES MARITIMES	On 5th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 18th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	Middle of September.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	About Middle of Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 12th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 29th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 11th August.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 20th August.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	About 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 8th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 18th Aug., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 1st Sept., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 3rd Aug., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 7th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 13th Aug., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 4th Sept., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 31st inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 7th August.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	To-day, at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 5th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	To-day.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 29th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	About 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	About 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 27th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 28th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	About 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 31st inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 1st August.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	About 1st August.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 3rd Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	Middle of August.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 27th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	To-morrow, at 9 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 28th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 26th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 31st inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 1st Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 7th Aug., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 29th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 28th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	Beginning of August.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 14th August.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	MASSILLON	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	Quick despatch.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULED SERVICE OF 12 days Across the Pacific to the "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

B.M.S.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA" 6,000	..	SATURDAY, 25th July	15th Aug.
"GLENFARG" 3,700	..	SATURDAY, 8th Aug.	6th Sept.
"LENNOX" 3,700	..	WEDNESDAY, 9th Sept.	13th Oct.
"EMPERESS OF INDIA" 6,000	..	THURSDAY, 24th Sept.	18th Oct.
"EMPERESS OF JAPAN" 6,000	..	THURSDAY, 2nd Oct.	9th Nov.
"MONTEAGLE" 6,138	..	WEDNESDAY, 7th Oct.	31st Oct.

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. \* "EMPERESS" Steamer will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.  
 THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW ATLANTIC "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 Hongkong to London, 1st Class .. .. . via Canadian Atlantic Ports or New York 27.10  
 Intermediate on Steamers .. .. . 2.40 .. .. . 2.42.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.

H.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya, opposite Blake Pier.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

TAMUI VIA SWATOW, "JOSHIN MARU" SUNDAY, 26th July, at 9 A.M.

SHANGHAI VIA SWATOW, "BUJON MARU" WEDDAY, 29th July, at 10 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table.

† Taking Cargo en route Bills of Lading to all Yangtze and North China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 22nd July, 1908. T. ARIMA, Manager. 13

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
† SUVERIC .. .. .	5,232	W. Shotton	On 29th July.
† KUMERIC .. .. .	5,232	Cowley	On 19th August.
† SHAWMUT .. .. .	9,906	E. V. Roberts	On 12th September.
† TREMONT .. .. .	9,906	T. V. Garlick	On 6th October.

† Steamer Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

\* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
 GENERAL AGENTS,  
 Queen's Buildings.

Hongkong, 18th July, 1908.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

STEAMERS

SHANGHAI, KOBE & YOKOHAMA

MASSILLON VIA PORTS

SHANGHAI, KOBE & YOKOHAMA

MASSILLON VIA PORTS

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT, Queen's Building.

Hongkong, 21st July, 1908.

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. Taking Cargo at through rates to the BRASIS to PERSIAN GULF, ERS. SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.

## THE Company's Steamship

"NIPPON"  
 Capt. T. Tarabochia, will be despatched as above on MONDAY, the 27th July, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to—

SANDER, WIELE & Co., Agents.

Hongkong, 25th July, 1908.

FOR HONGKONG AND NEW YORK VIA PORTS AND SUEZ CANAL. (With liberty to call at the Malabar Coast).



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA SUEZ PORTS	DEVANHA	Noon, 25th July	See Special of Call
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA	About 20th July	Freight and Passage
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA	About 1st Aug.	Freight and Passage

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 23rd July, 1908.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
NINGPO and SHANGHAI	SHAOHONG	On 27th July, 4 P.M.	
HONGKONG and HAIPHONG	HUPEH	On 28th July, 11 A.M.	
MANILA	TAIYUAN	On 28th July, 4 P.M.	
CEBU and LOILO	KAIFONG	On 29th July, 10 A.M.	
TIENTSIN, CHEFOO and NEWCHANG	NANCHANG	On 29th July, 4 P.M.	
WENHAI, CHEFOO and	KUEICHOW	On 31st July, 4 P.M.	
TIENTSIN			
MANILA ZAMBOANGA, THUBS, DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	TAIYUAN	On 3rd Aug., 4 P.M.	

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUDED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 25th July, 1908.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... About 25th July	FOR MARSHALLS, ANTWERP & HAMBURG: S.S. C. FERD. LAEISZ About 30th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. VANDALIA ... About 27th July	FOR HAVRE & HAMBURG: S.S. SAKONIA ... 9th Aug. S.S. SILVIA ... 23rd Aug. S.S. SLAVONIA ... 6th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... About 29th July	FOR MARSHALLS, ANTWERP & HAMBURG: S.S. SPEZIA ... About Mid. of Sept. FOR HAVRE & HAMBURG: S.S. AMBRIA ... 20th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 25th July, 1908.

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	Saturday, 25th July, at 6 P.M.	
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG"	Wed., 29th July, at Noon.	
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZREGENT LUITPOLD"	About Wed., 29th July, at Noon.	
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 13th Aug., at 5 P.M.	
KUDAT & SANDAKAN	"BORNEO"	Beginning of Aug.	

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 25th July, 1908.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	REMARKS
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 25th July, Noon	
TIENTSIN VIA SWATOW	"CHIPSING"	Saturday, 25th July, 4 P.M.	
TSINGTAU & CHEFOO			
SHANGHAI	"KWONGSANG"	Monday, 27th July, 4 P.M.	
MANILA	"MAUSANG"	Tuesday, 28th July, Noon	
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 30th July, Noon	
MANILA	"LOONGSANG"	Friday, 31st July, 4 P.M.	
SHANGHAI	"YUENSANG"	Friday, 2nd Aug., 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Friday, 14th Aug., Noon	

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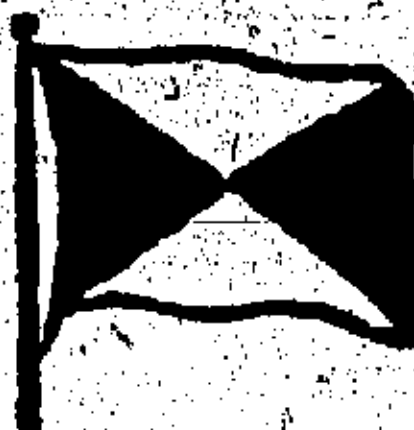
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Hongkong, 25th July, 1908.



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DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	BINGO MARU, Capt. A. Christiansen, Tons 6217	WED., 5th Aug., at Daylight
VICTORIA, B.C. and SEATTLE, WASH. via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	KAWACHI MARU, Tons 6101	WED., 19th Aug., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU, Tons 6144	TUESDAY, 18th Aug., at 4 P.M.
BOMBAY via SINGAPORE, SHANGHAI, MOJI and YOKOHAMA	IYO MARU, Tons 6320	TUESDAY, 1st Sept., at 4 P.M.
SHANGHAI, MOJI and YOKOHAMA	KUMANO MARU, Capt. N. Mathiasen, Tons 5076	FRIDAY, 7th Aug., at Noon
YOKOHAMA	YAWATA MARU, Capt. K. Homma, Tons 3817	FRIDAY, 4th Sept., at Noon
YOKOHAMA	YETOROFU MARU, Capt. K. Sato, Tons 4165	MONDAY, 27th July, at Noon
YOKOHAMA	MOYORI MARU, Tons 3773	SATURDAY, 1st Aug., at Noon
YOKOHAMA	YAWATA MARU, Capt. K. Homma, Tons 3817	WED., 5th Aug., at Noon
YOKOHAMA	TAMBA MARU, Tons 6134	FRIDAY, 7th Aug., at Noon

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Hongkong, 25th July, 1908.

T. KUSUMOTO,  
MANAGER.

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DESTINATION	STEAMERS	DATE OF SAILING.
VLADIVOSTOCK	"ARCONIA"	End of July.
SINGAPORE, CALCUTTA & COLOMBO	"CERONIA"	On 14th August.
SHANGHAI, YOKOHAMA & KOBE	"CATHAY"	Middle of Aug.
MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	"CATHAY"	Middle of Sept.

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Hongkong, 4th June, 1908.

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ASIA, British str., 2,338, Harry Gaukrøger, 19th July—San Francisco 23rd June, and Shanghai 17th July, Mails and General—O. & O. S.S. Co.
BANGKOK, German str., 1,337, T. Nicolaisen, 19th July—Bangkok 9th July, Rice and Meal—Butterfield & Swire.
CARL DREIERICHSEN, German str., 744, T. Kayser, 21st July—Haiphong and Hoihow 20th July, General—Jensen & Co.
CHILDAE, Norwegian str., 1,102, H. Nielsen, 10th July—Saigon 6th July, General—Aagaard, Thoresen & Co.
CHIPPING, British str., 1,189, F. Mooney, 18th July—Haiphong 11th July, Chefoo and Wai-haiwei 13th, General—Jardine, Matheson & Co.
CHUYONG, Chinese str., 1,177, C. Stewart, 19th July—Shanghai 15th July, General—Chinese.
COURTFIELD, British str., 4,897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.
DEUFAR, Norwegian str., 1,102, J. Bing, 10th July—Chefoo 4th July, General—Aagaard, Thoresen & Co.
HELENE, German str., 771, J. Jensen, 23rd July—Swatow 22nd July, General—Jensen & Co.
HINSHANG, British str., 1,526, A. G. Smith, 12th July—Hongkong 10th July, Coal—Jardine, Matheson & Co.
HONGKONG, French str., 842, A. Cornelissen, 22nd July—Haiphong 17th July and Hoihow 21st, General—A. B. Marty.
ICHANG, British str., 1,221, L. Jones, 15th July—Newchwang and Chefoo 9th July, General—Butterfield & Swire.
JOHN M. AND, Japanese str., 702, H. S. Smith, 23rd July—Yokohama via Amoy and Swatow 22nd July, General—Oaska Sisen Kaisha.
KANSU, British str., 1,142, James Speed, 14th July—Wuhu 9th July, Rice—Butterfield & Swire.
KATHARINE PARK, British str., 3,075, W. H. Copp, 8th July—Callao via Yokohama and Kobe 12th May, General—Toyo Kisen Kaisha.
KONG WAI, German str., 1,115, J. Köhler, 23rd July—Bangkok 16th July, Rice—Butterfield & Swire.
KWANGSUNG, British str., 1,228, A. Stoth, 15th July—Ningbo 7th July and Shanghai 11th, General—Butterfield & Swire.
LAIBANG, British str., 2,224, E. J. Tadd, 20th July—Calcutta 5th July, and Singapore 15th, General—Jardine, Matheson & Co.
LEUNGCHOW, British str., 1,215, H. Harder, 21st July—Newchwang 15th July, General—Butterfield & Swire.
LIGHTNING, British str., 2,122, A. E. Gentles, 12th July—Calcutta & Singapore 6th July, General—David Sassoon & Co., Ltd.
LINAN, British str., 1,251, C. Williams, 19th July—Haiphong 17th July, and Hoihow 18th, General—Butterfield & Swire.
MAUSANG, British str., 1,644, Weigall, 17th July—Saadaka 11th July, Timber and General—Jardine, Matheson & Co.
NAMSANG, British str., 4,035, P. M. B. Lake, 13th July—Moji 8th July, General and Coal—Jardine, Matheson & Co.
NYMANTIA, German str., 2,804, H. Feldmann, 21st July—Portland 20th June, and Moji 16th July, Flour—Portland Asia S.S. Co.
PAKLAZ, German str., 1,017, J. Weizel, 6th July—Bangkok 9th July, Rice and Wood—Butterfield & Swire.
PRINZ STORMUND, German str., 3,300, D. Lenz, 23rd July—Sydney 30th June, and Manila 21st July, General—Melchers & Co.
PROMETHEUS, Nor. str., 1,023, O. Kornelissen, 9th July—Saigon 4th July, Rice—Aagaard, Thoresen & Co.
RAJABURI, German str., 1,149, H. Bremer, 20th July—Bangkok 17th July, and Swatow 19th, Rice—Butterfield & Swire.
REINER, Norwegian str., 6,300, C. Stangebye, 19th July—Moji 5th July, Coals—Mitsui Bussan Kaisha.
SAMSEN, German str., 993, F. Schmetz, 20th July—Bangkok 13th July, Rice, Meal and Salt—Butterfield & Swire.
SERSTAD, Norwegian str., 612, S. Tananger, 16th July—Bangkok 8th July, Rice and General—Gibb, Livingston & Co.
SHANG, British str., 1,225, F. Boyd, 14th July—Chinkiang 8th July, General—Butterfield & Swire.
SHAOHSING, British str., 1,047, McIntosh, 22nd July—Shanghai 19th July, General—Butterfield & Swire.
SKEILA, British str., 2,236, T. Ogilvy, 9th July—Pugot Sound via Hakodate and Moji 3rd June, Flour—Dodwell & Co.
SIGNAL, German str., 940, G. Schalksiek, 17th July—Saigon 13th July, General—Jensen & Co.
SILVIA, German str., 6,503, F. Jaeger, 22nd July—Hankow and Singapore 15th July, General—Hamburg-Amerika Linie.
STANDARD, Norwegian str., 894, H. N. Bull, 17th July—Singapore 10th July, General—Wallem & Co.
TAISHAN, British str., 1,276, Laing, 16th July—Saigon 12th July, Rice and Meal—Bradley & Co.
TAIWAN, British str., 1,200, J. A. Martin, 23rd July—Bangkok 16th July, Rice—Chinese.
TELEMACHUS, British str., 1,340, J. Williams, 20th July—Saigon 17th July, General—Chinese.
TIENPONG, Dutch str., 2,247, P. Zwart, 20th July—Moji 14th July, Coal and General—Java-China-Japan Line.
WINGANG, British str., 1,519, D. A. King, 21st July—Wuhu 19th July and Chinkiang 17th, Rice—Jardine, Matheson & Co.
YUENSANG, British str., 1,125, F. H. Holt, 20th July—Manila 17th July, General—Jardine, Matheson & Co.
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## FASHIONS AND FANCIES.

[FROM "THE GLOBE"]

Women are wonderfully clever. They manage to adapt their figures to the varying fashions in the most extraordinary manner. When hips are in, hips they have. Now that both waist and hips are for the moment taboo, the smart woman shows neither. Her figure is absolutely straight, up and down, from under the arms to the hem of her gown. Some of the new Empire dresses might almost be called classical, so true is their outline to that seen in the old pictures of nymphs and goddesses of the long ago. The soft diaphanous textures of the gowns of the moment add a further grace. The little train runs hardly two inches on the ground. The skirt escapes contact at the sides, and merely touches the top of the boot in front. Is it a direct consequence of this that the fashionable walk is the merest glide? Short steps, nevertheless—rather slow, and an absolutely rigid attitude of the body are necessary to produce its effect.

## HATS BELONGING.

Enormous hats are, as we have before recorded, indispensable with these closely fitting gowns, and the trimming is no longer upright, but jut out almost straight from one side or other. For instance, a dark green straw hat, worn with a mignonette-green gauze Directorate gown, has an enormous bouquet of roses with outstanding leaves standing straight up at right angles with the right ear. The brim of the hat rises high above the left ear. It will be noticed that a change of sides is here indicated, but it is not imperative. Those who consider that the left side of their face is superior in outline to the right (and it very often is, strange to say) arrange their hats to suit this characteristic. Feathers appear to have lost some of their popularity, and are giving way to long trimmings, and it is rather pleasing to record that the enormous roses and other flowers of last season have practically disappeared in favour of small blossoms. When feathers are worn, they are much shorter than they were a year ago, and no longer hang down over the back of the head. A few well-curled, very full, and very handsome tips, or three-quarter length feathers, are more usual on the hat of the moment.

## THE DOUBLE SKIRT.

The double skirt is a feature of dress, up-to-date. Sometimes it falls to within seven or eight inches of the hem of the gown, or it may reach but a few inches below the knees, and lovely women (their height is over 5ft.) knowing that they need fear no apparent diminution of her inches, wear a half-length double skirt with her Empire gowns. It is untrimmed, and has merely the selvage for border. It is no fuller than the skirt beneath. The bodice is quite short, and has a gathered belt of the same material fastening in front with a buckle covered with silk to match the gown. It is in palest shades of green. With this gown a large straw hat with an immense cluster of shaded roses and real dried grasses. The sleeves turn the elbows, and are met by tightly-fitting lace sleeves which cover the arms to the wrists. The upper sleeves have no fessels whatever, but merely mould the arm. As it is one of the loveliest and one of the most highly placed women in London who wears this very simple frock, our readers may accept as a true type of the very highest of the present mode.

## THE LACE COAT.

The lace coat is very different, indeed, from its prototype of last season, which was immensely long and full. This season some of the prettiest are quite short, reaching about four or five inches below the waist, and many of them are bound round with silk, usually white like the lace itself, sometimes in a pale tone of colour. The sleeves are seldom more than half-length, and the coat is regarded as a wrap rather than as an integral part of the costume; a wrap, it is true, which has none of the qualifications, being transparent and absolutely useless as a protection against the weather. Still, sweet reasonableness is not to be expected of Madame La Mode, and she does not profess any quality under that heading, we cannot logically find fault with her for its absence.

The ruffs of the moment are becoming arrangements of tulle in white or colour, the middle of which is under the chin, and the strings tied tightly at the back. One great objection to the long ruffs is that it hides the often very pretty line of the shoulders, but the little neck ruff is not open to this objection. The wide-brimmed hats surrounded by rappings of silk or tulle could always have a neck ruff to match the latter, so very becoming is the effect. For instance, one of the new small brown straw hats with tan-brown ruffs of tulle, this repeated in the ruff, and the neck goes beautifully with a clinging brown alpaca frock, and is rendered inexpressibly dainty by the addition of a touch or two of soft grey blue tulle, just resting on the hair. It is a pity that one cannot describe in words the exact tone of this very becoming soft blue. It is not turquoise, and it is not Natter, but is very much softer, and greyer than either.

## THE FASHIONABLE SHOE.

High heels do not go well with the gliding goddesses walk indispensable to the wearers of Directorate and Empire gowns. Consequently the shoe of the moment is more sensible than it has been for many seasons. The heel, it is true, is as high or so in advance of the natural human heel but at least it is little more than half the height of the support to which we have been accustomed. At Ascot shoes were worn to match the gowns, and we saw blue, green, primrose, and pale mauve worn with dresses of those colours, or trimmed with those colours. A very dainty pair of blue shoes was worn with a equally fascinating pair of stockings, both the Wedgewood colour and both embroidered like the Wedgewood designs, in greyish white.

## AND OF STOCKINGS.

That they must match the shoes is a canon of dress that few would dream of disputing. Blue, green, mauve, or citron-yellow are unaccustomed colours in this connection, but they are veritable facts this season. For the most part, however, both shoes and stockings were white or in some pale tone of tan or Russian brown. The rule appeared to be that a white character was worn with white or pale-toned gowns, and that pale stockings were worn with the same. The Wedgewood colour was also seen in evidence.

## ALSO OF GLOVES.

The idea of putting gloves to wear with Empire or Directorate gowns is to have them very soft and much crinkled upon the arms. This makes the hands look small, and so long as the crinkles are not in the outline of the arms as the crinkles are, it is not invidious. Rather to the contrary, on the contrary, and much more artistic that the tight-fitting gloves that give such a wooden look to the arms. Very pale lemon-cream is the most fashionable, and though white holds its own, and will never go out of fashion, yet it no longer enjoys its old prominence. Softer tints are rightly considered to combine more perfectly with pale colours than the severity of pure white.

K. AND Z.

## LAND OF THE CROSSBOW.

## BURMA-CHINESE FRONTIER.

At a recent meeting of the Royal Geographical Society held in the theatre of Burlington House, London, Mr. George Forrest read a paper describing a journey in the neighbourhood of the Burma-Chinese frontier. The president, Major Leonard Darwin, occupied the chair, and among those present were a party of members of the Paris Commercial Geographical Society who are visiting London, including Mr. Auguste Chevalier, the distinguished African explorer. Mr. Forrest, who showed a number of lantern views reproducing photographs that had been taken during the journey, stated that the expedition was carried out under the leadership of the late Mr. G. J. Litton, British Consul at Shanghai. Special permission was received by Mr. Litton to make the journey from His Majesty's Minister at Peking, the objects in view being both political and geographical. It was desired in the first place to discover whether the Salween and Irrawaddy dividing range formed a distinct geographical and ethnographical boundary between Upper Burma and North-west Yunnan, a fact which the local Chinese authorities denied, and in the second place to explore the Salween between 28 deg. and 27 deg. 30 min. north latitude, a section which up to the date of the expedition had been unknown. He (Mr. Forrest) accompanied Mr. Litton as friend and assistant, though primarily his object was to prosecute his botanical researches in an entirely new region.

## BRITISH PRESENTS.

A party of porters was collected without difficulty at the north end of the wild and picturesque valley of the Ming-Kwong; but when all preparations were made for a move forward the south-west monsoon returned, and for twelve days an almost continuous deluge ensued. Attempts to start before fine weather was restored resulted in damage to the kit and colds among the men, and altogether the expedition lost eight full days—a loss they were never able to make good. The village of Lu-chang, which was to be the base for the exploring work further north, was reached at the end of October. Mr. Litton had camped at Lu-chang in the previous April, well engaged in another expedition, and both there and everywhere else where they had gone the British and Indian officials who had taken part in that expedition seemed to have left an excellent impression on the inhabitants. On Mr. Litton's arrival at Lu-chang the second time numbers of porters came forward and proffered to go north with him, while numerous inquiries were made regarding other members of the earlier expedition. If these pioneers of British influence had done nothing else, they had at least established friendly relations with people who had never previously seen or been seen by a European.

## TROPICAL PLANTS.

Beyond Chung-ka, the limit of Mr. Litton's previous explorations, the valley of the Upper Salween was terra incognita. Describing the conditions along the upper river, Mr. Forrest stated that animal and bird life was conspicuous by its absence—an important matter for the traveller, who could not count on replenishing his larder with game. On the other hand, the world has at a low altitude and where wholly sheltered from the north winds had an almost tropical climate, and vegetable and insect life was both vigorous and troublesome. Creatures with inconveniently long legs plunged suddenly into one's soup; great caterpillars in splendid but poisonous uniforms of long and gaily-coloured hairs arrived in one's blankets with the business-like air of guests who meant to stay. Ladybirds and other specimens of collectors dropped off the jungle down one's neck, while other undesirable insects thrust themselves under one's nostrils. The light in the tent attracted a perfect army of creatures, flying, creeping, buzzing, stinging. Poi-ous-looking scarlet fruits hung from the overhanging jungle, creepers and tree-roots tripped up the unwary traveller, and should he catch the nearest plant to save himself, the chances were that it would be a stinging-nettle of the size of a laurel, and poisonous in proportion. In some places, especially around maize trees, the natives provided a further diversion in the shape of hard pieces of sharp-pointed bamboo, which were thrust into the ground amongst the grass, and would, if trodden on, pierce even through a leather boot deep into the foot.

## TUNNERSQUE LANDSCAPES.

It was only when the traveller, scratched, bruised, and with torn clothes emerged on to a quiet sandbank by the river, or on to some open terrace high above, and found the camp fire lighted, the tonic pitched, and a palful of hot water ready for a bath, that he began to think that exploring the Salween might be a game worth the candle. But the scenery of the Upper Salween could not be forgotten by anyone who had wandered through it in the rich sunshine which prevailed after the autumn rains had given way to the first touch of winter. The great variety of rock formation, the abundant forests and vegetation, and the diversity of light effects between the summits of the ranges (at 10,000 to 13,000 ft.) and the abyss in which the river flowed, produced a vast panorama of ever-changing beauty. In the morning the sun, as it touched the top of the Mekong divide, sent wide shafts of turquoise light down the side gullies to the river, which seemed to be transformed into silver.

## EXCITING EPISODE.

The food question was one of considerable difficulty, and at one point it was decided that the whole expedition, numbering some thirty-five persons and a dog, should cross from the right to the left bank of the river, where the villages were said to be larger and the natives of a more civilised disposition. It then appeared that there was a feud about the solitary rope-bridge that spanned the river between the two villages on the right and left banks respectively, each village claiming that the right and profit of sending travellers across belonged to it alone. Mr. Litton offered to give an equal present to both parties, but the right-bank party was led by a bullying savage who shouted that the others should not help the travellers across, and who, when the others began to cross, of the loads, snatched a poisoned arrow and shot it into the river—a sign, like Mr. Litton's taking off his coat, that he was about to begin. As all were crowded together on a narrow span, the danger was great, with an arrow which might find a billet in the body of any of them, the situation was critical. Both Mr. Litton and he rushed at the offender, and he (Mr. Forrest) fired several shots from his Winchester repeater at a boulder on the other side of the river. The effect of seeing the bullets smash against the stone at such a distance was immediate, but it was necessary to give exhibition of marksmanship at intervals till all the party had crossed safely, headed across the rope to a sandbank on the opposite side.

## A WONDERFUL PANORAMA.

In the third week of November a magnificent view was obtained from a pass, 12,800 ft. high, which had never before been trodden by European feet. The whole of the great Salween-Irrawaddy divide lay spread out before explorers.

From a little below the pass the range could be followed to the north as far as the eye could reach, till at a distance of about 100 miles from where they stood, and in approximately 28 deg. 30 min. north latitude, it was merged in a huge range of dazzling snow peaks, trending westwards. This range was doubtless the eastern source of the Irrawaddy, and formed the divide between it and the Brahmaputra system. Below the wall-like ridge which formed the backbone of the Salween-Irrawaddy divide, limestone spur, crags, and precipices fell down in bewildering profusion to the Salween. It was easy to see why the upper slopes of the range were uninhabited, and why the mountain barrier formed an ethnographical boundary between the Lisao and Kachin races. On descending again the travellers were regaled with alarmist reports of fighting lower down the river. What was more alarming was the serious inroads of fever among the porters, exhausted by the labours of trying marches. Luckily the expedition got through without the loss of a single life, and by more forced marches returned to the base camp near Lu-chang at the beginning of December in good spirits if in ragged clothes. The discussion followed, and a vote of thanks to Mr. Forrest terminated the proceedings.

## GERMANY'S WAR AIRSHIP.

## MAIDEN VOYAGE OF ZEPPELIN VESSEL.

Count Zeppelin's new airship (not an aeroplane, or heavier-than-air machine) made a successful maiden voyage of Friedrichshafen, Lake Constance, last month. Among the fifteen passengers were German Government representatives, who will watch the Count's attempts to fulfil the conditions for the purchase of his invention by the Army for £100,000. The test showed that it could easily rise, descend, and manoeuvre, but it has yet to make a steady four-hour voyage. With its smaller predecessor the Count last year sailed 220 miles. The aluminium cigar-shaped bag divided into sixteen gas-light compartments or balloons, is 426 ft. long and 43 ft. wide, making the airship the largest in the world. It relies on four gliding planes at the side of the bag, on rudder planes below, vertical planes at the prow, and six propellers for stability, movement up and down, steering, and speed.

## FOURTY-FIVE MINUTES FLIGHT.

Captain von Karstedt, of the German Army, wrote the following account: "After a windstorm had churned up Lake Constance and made ascents for the time being impossible, the weather began gradually to clear, and promptly at five o'clock, greeted by a volley of enthusiastic cheers from ten thousand throats, Count Zeppelin's magnificent airship, No. 4, emerged gracefully and rapidly from its sheet-iron shed. Fifteen passengers, including the veteran inventor, were aboard."

The latest new glow with life and colour in honour of the world's largest airship. Craft of all descriptions—electric and puffing steam launches, barges, yachts, row-boats, excursion steamers, and the swift motor launch boats of the newspaper correspondents—all gay with flags, and the bright dresses of many women spectators, hovered outside the 1,500 feet area which the police boats kept clear on all sides of the airship-house.

Twelve minutes after the ship had gained the open, its six huge propellers, slanting brilliantly in the sun, began to revolve, and the ship rose slowly to a height of 325 ft. above the surface of the lake. Taking an immediate course in the direction of the town of Constance, with a speed of 38 to 43 feet a second (about twenty-eight miles an hour), it easily overtook the fleet of speedy motor-boats skimming along underneath. It then proceeded to describe a series of circles measuring several kilometres in diameter (a kilometre is five-eighths of a mile), maintaining itself throughout at the height at which it started. The manoeuvres were carried out with the high steering apparatus, which seemed to respond with complete reliability. The stability of No. 4 proved to be fully as thorough as that of the previous model. Expressions of astonished delight were evoked from all the onlookers by the elegant appearance of the ship despite its gigantic proportions.

## NO REMINISCEMENT OF A HIT.

After a flight lasting forty-five minutes No. 4 returned to its shed, the descent being accomplished without the semblance of a hitch. It was decided not to extend this first trial trip longer, because the installation of the new side-rotating gear had not yet proved entirely satisfactory.

In the forward car, besides the three mechanics, rode Count Zeppelin, Baron Bessau, Chief Engineer Duerr, and Captains Lau and Haeker, of the aeronautical section of the German Army. Captain Haeker acted as navigator, under the direct command of Count Zeppelin. In the "aft" car rode three other mechanics, while in the comfortably furnished saloon cabin amidships were Count Zeppelin's able junior assistant, Major Heese (representative of the Imperial Government), and two guests, Chief Engineer Kober and Director Uhlend. General von Einem, Prussian Minister of War, was prevented from remaining at Friedrichshafen long enough to witness the trial.

It requires to be emphasized that this ascent was not intended to accomplish anything previously unaccomplished. It was desired merely to determine the thorough co-operation of the motors and the steering-gear and to ascertain any slight defects, which almost inevitably reveal themselves in such circumstances. One important feature was proved to be entirely satisfactory—the security and perfect precision with which No. 4 can be taken out of and put in the shed.

Count Zeppelin plans a second ascent shortly, but the long-distance trip down the Rhine has been postponed for several weeks. Any trials in the interval will be only short flights for the purpose of trying the altered side-rotating gear, which failed to work well at first owing to its exceedingly small size and its installation at the extreme ends of the flying machine. This gear cannot remain as it is in the change of design from No. 3 in this respect to No. 4. The expensive gear filling, thanks to the excellent material of the individual "balloons," is capable of enduring ten days without replacement.

Also given by Count Zeppelin, Herr Lewald, Imperial Government Commissioner, toasted the inventor and hoped that his progress would continue.

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## COTTON IN THE FAR EAST.

## AN INTERESTING INTERVIEW.

Recently Sir Cowaji Jehangir, accompanied by his son, Mr. Cowaji Jehangir, made an extensive tour in the Far East, and his observations and the deductions which he draws from the things he saw whilst travelling in China and Japan are of considerable interest. Interviewed by a representative of the *Advocate of India*, Sir Jehangir stated he was immensely impressed by the Japanese. Asked if the Japanese spinning mills were up-to-date, regarding machinery and construction, Sir Jehangir said that the Bombay mills compared very unfavourably with some of the Japanese mills he had visited. They constructed their mills on an entirely different principle to Indian or European mills, preferring a number of sheds of one storey spread over a large tract of land to a two or three storey building. The machinery was first class, and for the most part came from Europe and America. It was, however, the enterprise of the Japanese that Sir Jehangir was so impressed with. Nearly all the mills in Japan, he said, were managed by Japanese who had been trained in European and American methods, and there were very few Europeans in the country employed in this industry.

"How do you consider the Chinese mills compared with the Japanese, Sir Jehangir?" asked the interviewer.

"The Chinese as a general rule cannot compare with the Japanese as mill managers. In Shanghai, there are over thirty mills and many of these, although they are owned by Chinese, are managed by Japanese. We visited mills managed by Chinese, Europeans and Japanese, and in our opinion the latter were the best managed of them all. In Kobe we visited a model mill, the only one in Japan. This mill employed some 4,000 work-people and formed a little colony by itself. Attached to the mill were excellent dwelling places for the workmen, a hospital containing an up-to-date operating theatre, a small bazaar at which it was possible not only to buy the necessities of life but curios as well, an outdoor theatre and a substantially built indoor theatre for the work-people. This, of course, is the only mill run on these lines in Japan. It is the property of a public company and last year paid a dividend of 50 per cent. Many other mills in Japan also paid very well last year, some as much as 20 and 30 per cent."

"There is at present a serious financial crisis in the country now, I believe?"

"Yes, indeed," replied Sir Jehangir, "at present the mills are for the most part working at much less pressure than last year. All of the country the depression is serious and this in conjunction with the high taxes make it a problem as to what the future will bring forth. I think, continued Sir Jehangir, "that the Japanese will weather the storm and emerge a stronger nation than they have ever been."

Speaking of the effects of the Chinese boycott Sir Jehangir said the Northern Chinese were indifferent to it, but the Southern Chinese and the Cantonese were very enthusiastic in protesting the boycott and would, he thought, continue it for some time. In speaking of China Sir Jehangir was deeply impressed with the possibilities of Shanghai, a city which he thought would in time compete seriously with Bombay in the cotton industry. There were already over thirty mills there, and these were being carried on under very disadvantageous conditions, the millowners having to pay a heavy tax on imported cotton and also to pay heavily for freights.

"In China the Japanese are competing very successfully with Bombay, are they not?" asked the interviewer.

"Yes, in Northern China particularly; in Southern China not so much. In this connection though," continued Sir Jehangir, "I am glad to say that I think there is hope for Bombay in the future. Several railway lines are either in course of construction or will shortly be commenced for joining up North and South China, and when these are completed I hope that Bombay will be able to compete with the Japanese on more equal terms. At present the Japanese Government by means of subsidies to Japanese shipping and other methods help the Japanese millowners to a great extent, and thus enable them to compete on favourable terms with all other countries. As an instance of the heavy taxation in Japan Sir Jehangir pointed out that there was an income tax of 15 per cent."

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